Improvement #8: Martin's/BB&T Commercial Entrance and Pleasant Valley Road

Convert Westbound Commercial Exit to Right-Out

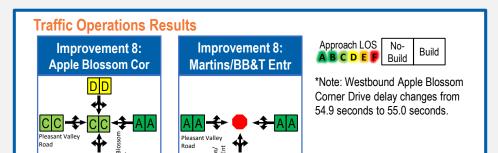


Operations and Safety Improvements

The following recommendations are projected to improve operations and/or safety along Pleasant Valley Road.

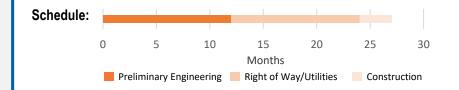
Martins/BB&T Commercial Entrance and Pleasant Valley Road

- Improvement 8: Convert Westbound Commercial Exit to Right-Out
- ✓ Five-year EPDO crashes reduced by 20
- Eight intersection conflict points removed
- Minimal impact to traffic operations



Project Schedule & Preliminary Cost

Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.



Cost:	Phase	Cost Estimate (2020 Dollars
	Preliminary Engineering	\$130,000
	ROW and Utility Relocation	\$80,000
	Construction	\$160,000

\$370,000

Total Cost

Project Location Study Area Project Area

Winchester

Winchester

Clarke

Frederick

81

Clarke

Safety Results

Crash modification factors (CMFs) were chosen to project the reduction in all severity crashes weighted to equivalent property damage only (EPDO) crashes.

2014-2019* EPDO	CMF	EPDO Reduction
56	Remove minor approach left turns (0.65)	20

* 2019 VDOT crash data was available through July 30, 2019

Conflict points count the relative risk associated with vehicle interactions. Conflict point reduction is a metric used by VDOT to quantify safety improvements. Crossing conflict points are weighted twice as much as diverging and merging conflict points.

Conflict Point	Existing	Future
Diverging (x1):	3	2
Merging (x1):	3	2
Crossing (x2):	5	2
Count Total:	11	6
Weight Total:	16	8
Weighted Conflict Point Reduction:		

